

COUNTRY East GermanyREPORT NO. TOPIC Oranienburg Airfield

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EVALUATION see belowPLACE OBTAINED

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DATE OF CONTENT 12 October to 20 November 1952DATE OBTAINED

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DATE PREPARED 17 December 1952REFERENCES

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PAGES 3ENCLOSURES (NO. & TYPE) 1 sketch on ditto

REMARKS

SOURCE

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1. Between 12 October and 3 November 1952, the strength of the air force unit quartered in the restricted Weisse Stadt Settlement in Oranienburg was apparently unchanged because the same quantity of laundry bundles as previously was generally turned in to the laundry in Oranienburg.

2. On 9 November, trucks passed through the entrance to the Weisse Stadt Settlement at Krennener Strasse. Sentries were again posted at this entrance during day and night. In the evening, the windows of the buildings Nos 44, 47, 49, 56 and 58 were lighted. Houses Nos 46 and 57 remained dark and the other buildings could not be observed. The Hans Scharf School was again decorated by a Soviet star which was larger than the one previously observed there.

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3. Between 20 October and 20 November, about 1,000 laborers including 200 women, were still employed at the field. They worked in three shifts.
4. In late October, an average of one train with 40 to 45 cars loaded with gravel, crushed stones and cement arrived daily at the field. Between 15 and 20 November, only three trains each with about 40 cars arrived there. It was observed during the same period that a car with reels of barbed wire was dispatched to the field.
5. On 20 November, the old runway was completed except for a strip of 30 meters. The runway had a width of 14 concrete slabs, the 12 middle slabs of which had a width of 3.75 meters each while the slabs both at the western and eastern edges was 2.5 meters wide. Thus, the runway had a total width of 50 meters. All the slabs were 6 meters long. The northern extension of the runway which had a length of 100 meters was completed on 17 November. The southern extension, 200 meters long, was being filled with sand and gravel up to 14 November. Preliminary work such as planking for the concrete slabs was completed but con-

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creting work was not yet started. A strip, 150 x 3.75 meters, was concreted there prior 20 November. The slabs in this extension also had a length of 6 meters.

6. Source learned from the German construction superintendent Roland (Znu) that the old runway with a total length of 2,560 meters is to be completed by 3 December 1952. ¹ All the orders concerning construction work at the field were given by the construction headquarters in Berlin; the other runway and taxiways which exist at the field will be provided with new concrete covers. This work will allegedly last until the summer of 1953. It is further planned to construct a new taxiway in the southeastern section of the field. This taxiway will begin at the end of the southern extension of the old runway in line with Wilhelmshafen. The airfield will probably be ready for occupation at the beginning of 1953. ²
7. After 7 November, the asphalt covers of the two northernmost taxiways, which terminate in the old runway, were being opened by air drilling hammers. By 20 November, concreting was completed on the northern half of the northernmost east-west taxiway, while taring still continued on the southern half. The asphalt cover of this taxiway which was removed had been 5 to 10 cm deep and was on top of a layer of gravel.
8. After 10 November, groups of surveyors and construction workers were employed at the field. They first worked in the northern section and, after 15 November, also in the eastern section of the field. The taxiways were being surveyed.
9. On 12 November, loudspeakers in the restricted Eisse Stadt Settlement announced that a sum of 12,000 Eastmarks would be paid to the entire work force if construction work would be completed prior to the fixed target date, i.e. by 30 November 1952.
10. Between 3 and 6 November, workers started to remove the grass cover, 5 meters wide, just west of the runway. There, a new drainage ditch was to be dug. It was previously reported that the old drainage ditch had been filled up and graded.
11. Between 31 October and 7 November, a section of a grass covered taxiway was observed in the angle formed by the long runway and the connecting lane. There, a ditch, about 5 m wide and about 1 meter deep, was being excavated toward the west and south. In early November, machines were used for excavating the ground west of the long runway. ³
12. In early November, source learned from the mess sergeant and store keeper of the Soviet construction staff, who has been assigned to the airfield since about mid-October that work on the runway was being accelerated in order to complete it before the frost period and that construction work at the field will probably last until the end of 1953. Barracks installations were planned to be built on the edge of the field. ⁴
13. On 6 November, tank truck [] was observed at the field.

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- 25X1A 1. ☐ Comment. This information confirms that the runway, including its northern and southern extensions, is 2,500 meters long and 50 meters wide. From the status of work, it is inferred that the target date for completion fixed on 3 December 1952 will be kept.
- 25X1A 2. ☐ Comment. The information on the construction of a new taxiway in the southeastern section of the field confirms a previous statement by another source, ☐. It is reported for the first time that the other lanes are to be provided with concrete covers.
- 25X1A 3. ☐ Comment. For courses of taxiways, see Map CGCS 1414, Sheet 3245.
- 25X1A 4. ☐ Comment. For location of grass covered taxiway and ditches, see Annex.
- 25X1A 5. ☐ Comment. The information that barracks installations are to be constructed is received for the first time.

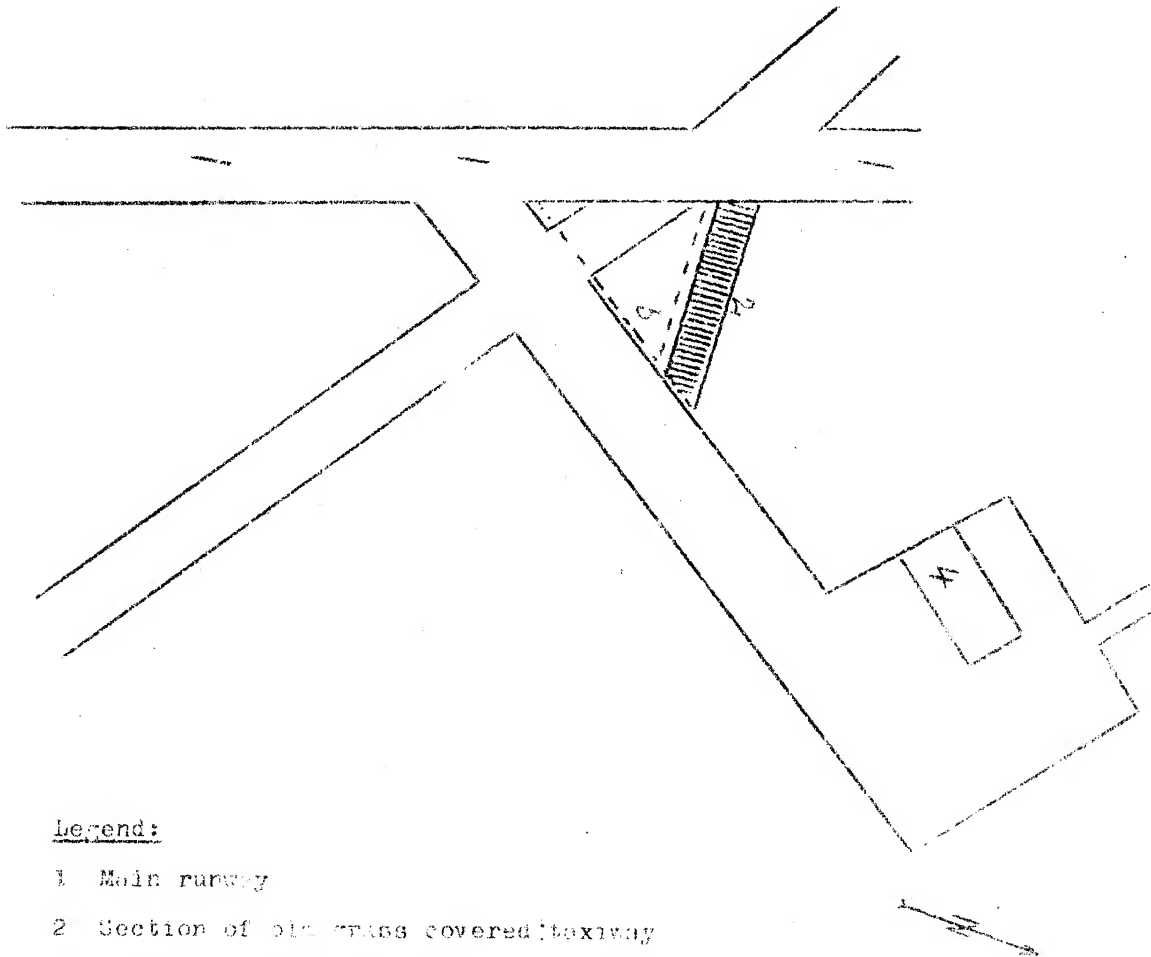
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Annex

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Oranienburg Airfield



Legend:

- 1 Main runway
- 2 Section of old grass covered taxiway
- 3 Ditches, 50 cm wide and 1 meter deep
- 4 Hangar

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